3: Roberts S-4 (no date)1951 ED1 Rumania ED1

652 should be obtained not through investments but through loans under-
665 taken by the state. In this way Rumania would have full control over the allocation of capital and would not, except for the interest on loans, see the profits from the oil industry go abroad. The petroleum policy of the National Peasants, as formulated in 1929, was even more removed from Stere's recommendations than from the Liberals' policy. It was, however, perfectly consistent with their economic outlook during their term in office.

665 Rumanian transportation and communications had been in no-
652 toriously bad condition since the First World War, and the Liberals'
496 policy of retrenchment had been particularly damaging to the rail-
464 way system. The 1929 stabilization loan allocated $34,000,000 for
471 railway expansion and $9,000,000 to pay off overdue railway debts.
491 By a law passed in July, 1929, the National Peasants transferred the
206 state railways to an autonomous public body, "to be administered according to commercial principles." [62] They also undertook to repair and extend the highway network, and abolished the primitive *corvée* which was still being used for road maintenance. In 1930 the International Telephone and Telegraph Corporation received a concession for the construction of the Rumanian telephone network.

665 The stabilization loan required a reform of the National Bank and of the state accounting system. In March, 1929, the government passed a series of new statutes for the bank; the principal changes were the abolition of the ceiling on the issue of currency, established by the Liberals' in 1925, and the limitation of the influence of the state in the appointment of directors. The bank was given somewhat greater independence from state control and powers to maintain the newly achieved stability of the currency. In July, 1929, the government passed a law reforming the state accounting system and the organization of the budget. There was no doubt that Rumanian state finances needed reform and modernization. The accounting system had been that of France of 1860, plus the accretion of a number of purely Rumanian practices, with the result that the actual condition of government finances at any given time was never known with any exactness. The new law, in reorganizing the preparation of the budget, exerted more stringent control over the expenditures of various ministries. While this law was well intended, its actual results in rationalizing Rumanian finance methods seem to have been very

62. Madgearu, *Rumania's New Economic Policy*, p. 50. The organization of Rumanian railways after 1918 had been altogether hectic. In 1925 the Liberals had given some autonomy to the railways; this policy was reversed by the People's party in February, 1927, and reestablished by the Liberals in August of that year.

496 499 ROUMANIA has had a hard and costly task in the restoration of her railways and rolling stock to pre-War efficiency. This has been accomplished, and, in addition, steps have been taken towards the re-orientation of communications necessitated by the change of frontiers. A new line is under construction to link Braşov in Transylvania with Buzau and so with the Danube and Black Sea ports. It should play an important rôle in the movement of timber. The Olt valley line from Sibiu is being linked with that which runs from Bucureşti up the Argeş valley to shorten the journey from Bucureşti to Arad and western Europe. It is planned also to link up the Reciţa iron district with the Jiu valley coal field and bring both into closer communication with the capital.

491 ALTHOUGH there has been great progress in the reconstruction and improvement of the railways, road transport is still frankly bad. Only about 17 per cent of the roadways of the country are metalled and can be described as in fairly good condition. The bulk of the roads are mere dirt tracks, which vary in their resistance to frost and rain according to whether they lie on the dusty chernoziom, the loose brown soils or the more cohesive and better-drained podsol.

HILDA ORMSBY, D.Sc. (Econ.)

CURTEA DE ARGEŞ

REFERENCE has already been made to the bridging of the Olt and the Argeş about 20-25 km. from the mountain-edge and to the rise near these bridges of the towns of Ramnicu Valcea and Curtea de Argeş. It has also been explained that terraces on the left bank of the Argeş swing near the river to give an effective bridge-end site capable of defence. Curtea de Argeş is one of the oldest settlements in Muntenia.

AT THE BRIDGE the river is over 420 m. above sea, and from its western end an old trackway, now a main road, follows approximately the 440 m. contour on what appears to be a terrace against which the river swings about 1½-2 km. north of the bridge. Here also gravel reaches, connected with the junction of a brook with the main stream, provide a ford; and at this spot on the east side of the river there is the monastery of royal associations founded in 1510 and celebrated as a place of pilgrimage. Beyond this the road goes on up a tributary valley towards the east. The bridge and town however grew up not at this ford, but at a point farther south, where the north-south residual ridge bounding the Argeş valley on the east sends a spur almost to the actual river but just cut off by a seasonal tributary brook. The end of this spur shows two marked terraces, one just slightly above the river, the other some 12 m. above it and rising, as was said above, to about the 440 m. contour. On the end of the spur is a ruined Roman Catholic church, built for Marghita, wife of Prince Basarab. The Wallachian princes of these days appear to have had a habit of marrying Catholic women. One seems to see faint indications that the site of this church has been to a slight extent developed artificially. In 1390 this church served as a cathedral for Catholics in Wallachia, and the see lasted until 1602, by which time many Catholics had become Orthodox and the Catholic bishopric was removed to Dacau.

REFERENCE has already been made to the north-south road on the terrace, no doubt a modernisation of an old trackway, with the town near the end of the spur and the bridge, and the monastery to the north. Near the end of the spur, and

361 towns, stands a church in a fortified enclosure, and the town
133 has been laid out beyond this. It is possible to infer that a similar process has worked itself out, but to a lesser degree, both in the Saxon villages of Transylvania and in such cases as that of Curtea de Argeş. Here the church-and-castle nucleus is as usual the focus of roads, the principal one of which runs along the terrace as already mentioned. Two others lead down towards the river, one on each side of the fortification, but not exactly to the bridge, the position of which is rather determined by gravel banks where the small seasonal brook referred to above joins the river. Some other roads or trackways branch off in a bunch just east of the nucleus and stretch up into hills of unconsolidated material, their woodland cover increasing with altitude and becoming practically continuous forest at about 600 m. altitude over sea. Where the woods are not continuous there is pasture up to which animals may be drawn every day in summer. One of these roads leads past a little old church of S. Mary and appears to be an old track leading obliquely up the hill and over into the next valley to the east. Along the beginning of this trackway are the homes of numerous craftsmen, especially potters, but we did not get evidence of a guild or zunft of potters. We are not here dealing with quite the same scheme of organisation as that of a trade in a street within a walled town. The main business part of the town has lain between the bridge end and the road on the terrace, 10-20 m. above the river, and the town has been physically constrained to spread along that road. The extension southwards has an interesting eighteenth century house overlooking a square set out quite recently. The extension northwards towards the monastery gives a ribbon of buildings mostly modern.

61 On the whole, one has the impression of a focus of peasant
443 life with fairs and markets and opportunities of sale of craft products, especially pots, to country folk. There is evidence of considerable quite modern growth, and also apparently of growth one to two centuries ago, a growth which it is tempting to associate with agricultural development gathered around the spread of maize and potato, but proof is lacking.

361 Curtea de Argeş owes a great deal of its importance to its
771 religious and princely associations, and both the Biserica Domneasca and the monastery church are important here. The latter, near a ford, may well have more ancient associa-

[In Curtea de Arges--, 25 Analyst]

secure a decent share of the traffic, but apparently this is being diverted to the Danube route. In fact the "Commission Internationale du Danube" reported that the river-borne traffic in 1931 had reached the highest figure since the end of the war. This was due not only to the abundant harvests of 1931, but also to increased petroleum transport from both Rumania and Russia to Central Europe. Certain singular anomalies were recorded in this river-borne traffic, namely, that while grain was conveyed from Russia up to Vienna and Ratisbonne, Hungarian grain was being carried downstream for shipment via Sulina to Antwerp and Hamburg.

In order to attract Polish traffic, the Rumanian Government some years ago proposed to create free zones at Galatz, Braila, and Constantsa. A bridge, also, was to be constructed across the Danube between Giurgiu and Rustchuk, the Polish Government even offering to defray half the expenses, but for the present all these schemes seem to have been shelved.

COMMUNICATIONS

In a report made by the Minister of Public Works and published by the *Adeverul* in its issue of January 14th, 1932, the following details were given respecting the length and state of the roads.

The state of the roads is lamentable; most of these arteries are impassable, and a superficial reparation would prove useless. The following table will give an approximate idea of their condition:

	Length in Kilometers
Roads paved in stone	
Good condition	16,118
Medium condition	27,961
Bad condition	14,949
Roads laid in gravel	9,318
Natural unlaid roads...	33,636
Total	101,982

COMMUNICATIONS

Out of this total, 58,028 are nominally laid in stone, but of these only 16,118 kms. can be reckoned as good. The rest may be divided into two categories: 27,961 kms. requiring reparation, and 14,909 kms. requiring complete reconstruction. A good network of roads answering the requirements of the country would necessitate the construction of 2,000 kms. of permanent surface roads (paved with granite), 9,000 kms. of semi-permanent or macadamized, while the remaining 59,000 kms. of the existing network should be completely overhauled every six or seven years.

The requisite sum for the construction of this mileage on the basis of present prices would be 40 milliard lei, and the annual outlay for its maintenance may be reckoned at 1,380 million lei.

It was reported that owing to lack of resources the Minister contemplated the adoption of a system of conscript labour, similar to that introduced into Bulgaria, in order to carry on the work of repairing the roads and of constructing 300 to 400 kms. annually, especially in Bessarabia, which was utterly devoid of semi-metalled trunk roads.

The lack of roads in Bessarabia has been one of the standing grievances of the population against the Bucarest Government, for along with the absence of railways, it is next door to impossible to convey agricultural produce to market. One might have thought that steps would have been taken at least to deepen the channel of the Pruth, from its mouth to Ungheni (near Iassi), which would have served as an excellent water avenue for heavy traffic, but such a plan has not proved attractive; on the other hand, a scheme for the construction of a canal to connect Bucarest with the Danube was much to the front during recent years, though no foreign group so far has found the conditions offered by the Government acceptable.

The natural unlaid roads, of which the total length is 33,636 kms., usually become impassable in the rainy season even for ox-carts, and as many districts possess only such natural tracks, they are practically cut off for considerable periods from the rest of the country.

G

RUMANIA

491 A contract was recently signed with a Swedish firm for the 491 laying of 570 kms. of permanent and 180 kms. of semi-permanent roads by the end of 1936, but this is far from satisfying even the most urgent requirements of the country. As matters stand now there is some probability that the contract will be cancelled, for it was found out that during the winter of 1931 the roads which so far had been constructed had undergone serious deterioration through the frost. In the discussion which ensued in the Chamber the Minister of Communications accused his predecessor in office of having been bribed, and in support of this charge he adduced the fact that, while the Government delegate who was despatched to Paris to sign the contract with the company had been instructed to accept as maximum prices 618 lei per square metre for the permanent roads, and 330 lei per square metre for the semi-permanent, he exceeded his instructions and signed the contract on the basis of 740 and 426 lei respectively, thereby causing the State to lose a sum of five hundred million lei.

The accusation of bribery was denied by those involved, but it was decided that the contract would have to be revised and the matter submitted to the Law-Courts. This Swedish company is related to the Kreuger & Toll groups, and it is more than likely that the contract will now lapse.

491 The following data concerning the highways and their distribution among the different provinces, also of their condition at the beginning of 1930, is found in the statistical bulletin for that year:

Province.	Roads laid in stone. Good.	Medium.	Bad.	Roads in gravel.	Natural unlaid roads.
Old Kingdom	13,043.722	13,607.486	5,897.907	5,043.919	12,848.255
Transylvania	4,511.625	10,558.301	6,180.164	3,504.744	19,585.426
Bucovina	444.095	923.923	809.304	444.373	665.603
Bessarabia	165.851	384.281	166.640	370.378	7,089.472
Total for all Rumania in kilometres	18,165.293	25,473.991	13,054.015	9,363.414	40,188.756

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12: Kormos S-4, 5 (no date) 1944
ED1 Rumania ED1
[Bucarest]
[The Dobrudja]

Bucarest is also the chief railway centre of Rumania.

Giurgiu on the Danube, south of Bucarest and the terminus of one of the oil pipe-lines from Ploesti, is one of the main Rumanian wheat and oil ports. Another Danubian port, where great quantities of wheat are handled, is Braila with a population of about 70,000.

There are no natural barriers to communications in Muntenia. In the south the chief flow of traffic is carried by the Danube. Rail and road communications from Transylvania pass through the Predeal and a railway line leads over the Danube to the Dobrudja.

THE DOBRUDJA (Dobrogea[R]).[1] Up till 1878 the whole of the Dobrudja belonged to Bulgaria. Ever since, this province has been a bone of contention between Rumania and Bulgaria. The northern part of the Dobrudja was awarded to Rumania in 1878 to compensate her for the loss of Southern Bessarabia to Russia. The southern part of the province was ceded by Bulgaria after her defeat at the hands of her neighbours in the Second Balkan War in 1913. This region was returned to Bulgaria in 1940.

Geographically the Dobrudja is the north-eastern corner of the Balkan Peninsula. Its boundaries are in the north and west the Danube and in the east the Black Sea. There are three distinct regions: the delta of the Danube, the forests of Babadag, and farther south the steppe, which is the most fertile

[1] The letter R, H or G following a geographical term denotes a Rumanian, Hungarian or German name, respectively.

CHAPTER VIII

497 722 and for passenger travel are severely limited. However, unless there is severe destruction in the later stages of the war, in the long run the Rumanians are bound to benefit from the capital investment in railways, and from the new construction and improvements which have been carried out to meet Axis needs. These improvements though planned long ago, could never have been carried out with the limited financial and technical resources previously available, and could not have been executed so quickly but for German assistance.

B. ROADS

●491 Rumania's road system was, by Western European standards, very poorly developed before the war, there being only one International motor road which formed the continuation of the route from Hungary via Oradea Mare—Cluj—Sibiu—Braşov—Bucarest—Giurgiu and a branch line Bucarest—Olenița. Apart from this one major road, the system consists of untarred roads, many of which are in a poor state of repair.

The total length of the road system was reported early in 1943 to be 82,098 km. (51,010 miles), with only 12 per cent. in good state of repair, 22 per cent. being mediocre and the remainder in bad condition. Ownership of the total network is divided as follows :—

State roads	..	11,465 km. (7,118 miles)
Provincial roads	..	26,181 km. (16,272 miles)
Communal roads	..	44,452 km. (27,620 miles)

in 1936 there were some 34,000 cars registered.

The development of the road system has long been the dream of Rumanian propagandists, particularly as a stimulus to tourist traffic, but before the war no large-scale development could be embarked upon because of the lack of available capital.

499 Since the war, work has been started on an ambitious programme of road development, the objects of which are to improve communications between urban systems and to link the system with the International road network.

An Italo-Rumanian road company has started work on the Rumanian sector of one of the future trans-European roads, Trieste—Beograd—Turnu Severin—Bucarest—Constanța, while under a five-year plan, with an expenditure of 75 md. lei, some 5,000 km. (3,100 miles) of road are to be modernised with the help of German and Italian contractors.

C. SHIPPING

1. Introduction

505 439 A high percentage of Rumania's foreign trade is water-borne (55 per cent. in 1937), as not only is she situated on the Black Sea, but the Danube traverses the full west to east length of the country, forming an important traffic route and link with Central Europe.

The following table shows comparative tonnages for sea and river traffic in 1937 and 1938 :—

	1937	1938
	'000 *metric tons*	
Sea :		
Imports	622	540
Exports	6,918	5,222
River :		
Imports	1,890	1,568
Exports	3,161	2,688

As a result of the cutting-off of overseas markets since 1940 an increasing share of the country's

[42a]

Bulgaria EE1
Rumania ED1

B
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233 with straw roofs. They are rarely plastered with mud. In western Sredna Gora, transportable sheep pens are used (Gellert, 1937: 169).

RUMANIA

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648 In Rumania there exists a marked difference between settlements in the lowlands and those of the Carpathian Mountain region. While topography and the presence or absence of such building materials as stone, wood or clay are important factors, political considerations also played a significant role. With the beginning of the 18th century Greek influence became predominant in Moldavia and Wallachia. The Porte set up Greek rulers in these principalities, thus in reality the Rumanians were as much under Turkish dominion, although indirectly, as were the people of the Balkans. It was only after the rebellion of 1821 that Rumanian rulers were reinstated. During all periods of unrest and foreign invasion the mountains and forests served as areas of refuge; the Serbian hajduk has his counterpart in the Rumanian heydoick (Stratilesco, 1907: 30-34).

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361 Location and Types of Settlements. The older settlements were in the nature of hamlets (cătun). These were generally not built on
R
[133] the top of hills, but rather in depressions, on the edge of forests, and away from the military roads (Grothe, 1907: 54). In the hilly regions of Oltenia and Moldavia the villages were located close to a river or on the slope of a hill. Farmsteads are generally spaced fairly far apart, in no definite order. Villages may extend over two or three hills facing one another (Stratilesco, 1907: 205).
R
[491] Villages in the Wallachian plains are located close to the roads. The prevalent type is the road village; buildings are located on either side of the highway which forms the main road of the village. Larger villages may have additional cross-roads (Jänecke, 1918: 7).
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[621] While mountain villages average a population of 350, the largest being around 700, villages of the plains average 700 and may reach 2000 (Grothe, 1907: 55).

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342 House Types. Due to the scarcity of wood and stone in the plains, buildings are generally constructed of wicker and daub, in
R
[335] which technique the Rumanians are masters. The roof is made first, the walls afterwards. The principle posts are first set into the ground, then the studs of the outer walls and inner partitions are spaced at 1 to 2 foot intervals. After the roof has been formed walls are built up. Mud is kneaded down with the feet, mixed with straw, and shaped into lumps that take the place of bricks. These lumps are then set between the studs and left to dry (Stratilesco, 1907: 208). More often walls are of wickerwork, plastered inside and out with a mixture of mud, straw and cowdung to a thickness of 15-25 centimeters (Jänecke, 1918: 10). The rough walls are smoothed out by applying thinner and thinner layers of mud and cowdung mixture. They are then whitewashed inside and out. Floors of timber are recent; the floor is commonly of tamped earth.